

Message Text

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ACTION INR-10

INFO OCT-01 NEA-10 ISO-00 PM-05 L-03 AID-05 MCE-00
CIAE-00 NSAE-00 EB-08 SS-15 CAB-02 COME-00
DOTE-00 FAA-00 /059 W
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FM AMEMBASSY RABAT
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INFO SECDEF WASHDC//ISA/DSAA//
USCINCEUR VAIHINGEN GE//ECJ-4/7-SA//
HQ USAF WASHDC//LGF

C O N F I D E N T I A L RABAT 4023

E. O. 11652: GDS
TAGS: MASS MO
SUBJ: RETRANSFER OF MAP MATERIAL

1. WE HAVE LEARNED THIS DATE THRU A FEDERAL AVIATION AGENCY EXAMINER, TEMPORARILY IN MOROCCO TO PERFORM AIRWORTHINESS INSPECTIONS, THAT GOM HAS CONCLUDED A SALE OF SURPLUS AIRCRAFT TO A PRIVATE COMMERCIAL FIRM, EURO-WORLD, LOCATED IN LONDON. AMONG THESE AIRCRAFT ARE EIGHT C-47 RECEIVED BY THE GOM IN THE EARLY 1960'S THRU A COMBINATION OF FMS AND GRANT AID.

2. THOSE RECEIVED UNDER GRANT AID WERE PROVIDED IN FY 63 UNDER A "PSEUDO-SALE" CONTRACT AT A COST TO GOM OF 10 PERCENT OF U.S. COSTS. THIS WAS REQUESTED BY GOM TO PRESERVE ITS STATUS AS A NEUTRAL COUNTRY. SINCE MONEY WAS TO CHANGE HANDS, GOM CONSIDERED THE TRANSFER A SALE AND NOT A GRANT. OUR RECORDS INDICATE THAT THRU 1964 THESE PAYMENTS WERE NOT MADE. ADDITIONALLY A STATE MEMO FROM MAY 1964 STATED THAT FOR PURPOSES OF THE FOREIGN ASSISTANCE ACT OF 1961 (FAA) THE TRANSFER WAS CONSIDERED AS GRANT AID.

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3. CERTAIN PROVISIONS OF THE FAA WERE WAIVED BY PRESIDENTIAL DETERMINATION EACH YEAR THROUGH 1967 ON GRANT AID MATERIEL RECEIVED BY GOM. SPECIFICALLY GOM WAS NOT REQUIRED TO PERMIT CONTINUOUS OBSERVATION BY THE U.S. OF THE END USE OF GRANT AID MATERIAL (SEC 505 (3)), AND WAS NOT REQUIRED TO RETURN SUCH MATERIAL TO THE U.S. WHEN IT WAS NO LONGER NEEDED (SEC 505 (4)). THESE DETERMINATIONS HOWEVER DID NOT WAIVE SEC-

TION 505 (1) (B) WHICH SPECIFICALLY STATES THAT COUNTRIES RECEIVING GRANT AID MATERIEL WILL NOT, WITHOUT CONSENT OF THE PRESIDENT, TRANSFER SUCH ARTICLES BY GIFT, SALE OR OTHERWISE.

4. THE FEDERAL AVIATION AGENCY REP STATED THAT THE CONTRACT CALLED FOR THE AIRCRAFT TO LEAVE MOROCC BY 1 AUG 78, DESTINED FOR SALE TO COMMERCIAL AIRCRAFT FIRMS IN CALIFORNIA AND IN U.S. FOR REHABILITATION AND RESALE TO PRIVATE BUYERS AT A VALUE OF ABOUT \$100,000 EACH. WHILE HE DID NOT KNOW THE EXACT SELLING PRICE BEING PAID TO THE GOM FOR THE C-47'S, HE ASSUMED IT TO BE ABOUT \$20,000 TO \$30,000 PER AIRCRAFT.

5. UNDER THE CIRCUMSTANCES IT WOULD APPEAR THAT GOM SHOULD REQUEST USG CONSENT TO SELL THE THREE C-47 AIRCRAFT RECEIVED AS GRANT AID. HOWEVER THE POSSIBILITY THAT THE GOM MAY CONSIDER THE AIRCRAFT TO HAVE BEEN PURCHASED, PLUS THE VERY OLD TECHNOLOGY OF THE AIRCRAFT AND THEIR PRESENT LOW MONETARY VALUE, RAISE THE QUESTION AS TO THE PRACTICAL PURPOSE SERVED BY RAISING THE ISSUE OF PRESIDENTIAL CONSENT FOR THE SALE AT THIS TIME.

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TAGS: MASS, MO
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